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TANK FACTORIES IN YUGOSLAVIA

In Yugoslavia there is only one large tank factory. Located in Serbia, it is now engaged in major overhauling of tanks. The factories described below construct tanks and armored cars for the motorized units of the Yugoslav Army as required.

Mladenovac Tank Factory

The tank factory at Mladenovac is located in Duga Resa, 2 kilometers from Mladenovac. For purposes of concealment, it is known as the "Resavka" Bag Factory.

This factory was constructed by Soviet engineers and is under the management of a Russian colonel. The director of the factory is an engineer, Col Anton Kurt, a Croat from Sarajevo. The political commissar of the Mladenovac Tank Factory is Ante Bartulovic.

This large tank factory produces armored cars, parts for tanks, and a very few tanks. The following types of tanks and armored cars are manufactured in this factory:

1. "Heckis" Tank

The "Heckis" type tank is constructed from a Soviet and a German tank. This tank weighs about 20 tons, has a 500-horsepower engine and a speed range from 35 to 40 kilometers per hour. The tank is armed with one 65-millimeter gun, two machine guns, and one flame-thrower.

2. Soviet T-34 Tanks

This factory has a special department where tanks received in parts from the USSR are assembled. This department is one of the largest in the Mladenovac Tank Factory.

3. Armored Vehicles

This factory also has a department for the manufacture and general repair of armored cars. Armored cars now being manufactured in this factory are of the "Majbah" type, or a Soviet type of armored car with which the source is not familiar.

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The main peculiarity of these armored cars, which were under construction during the war, is that the wheels and the rubber tires form an integral unit and they have three differentials [six-wheel drive].

4. Automobile Shop

The automobile shop is a large department where automobiles are manufactured and general engine repairs are made for the Yugoslav Army.

This factory is under strict surveillance by the military police organizations, UDB and ACPA. Several thousand workers are employed on three 8-hour shifts. This factory is working full time on the production of a prototype of a tank which should be better and faster than any tank constructed thus far in either the US or the USSR. More complete data on this tank will be submitted when such information is received.

Titograd Tank and Armored Car Factory

The factory in Titograd for the manufacture of tanks, tank parts, and armored cars was erected in the summer of 1947. This fairly large factory was constructed by Soviet engineers and specialists. Spare parts and engines for tanks and armored cars, as well as smaller tanks for the Yugoslav Army, are manufactured here.

The 1,500 workers employed in the factory now work on three 8-hour shifts.

The factory is also under military control and is administered by the UDB.

"Blinda" Armored Car Factory in Smederevska Palanka

The "Blinda" Armored Car Factory, located just outside the city of Smederevska Palanka, was also erected immediately after the end of the war. This factory, too, was erected by Soviet engineers and specialists, and has modern workshops and its own electric power plant.

The two workshops of the "Blinda" Factory manufacture armored cars and smaller parts for tanks.

The turning shop is a fairly large shop where lathes are installed for finishing parts used in the manufacture of armored cars.

The assembly department, where armored cars are assembled, is somewhat larger than those mentioned above.

The paint shop is the last shop in the production line of the plant where armored cars are assembled. As soon as they are completed, the armored cars pass into this shop where they are painted. Immediately afterward they are sent to be tested, and then go to the military units or supply depots to which they have been assigned.

The production of these armored cars has slowed up lately as a result of a shortage of materials, especially engines, which had been arriving regularly from the USSR. During the summer of 1948 production was four armored cars per week.

Three 8-hour shifts are also worked in this factory. The number of workers exceeds 3,000, the majority of whom are civilians. This factory has been under special surveillance since the summer of 1948.

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